Referring to the Literal Translation of International Application PCT/DE2005/000750

In the Claims:

1. (Original) An aircraft engine, particularly a gas turbine engine, with at least one fan (11) and a core engine (12), whereby the fan (11) comprises a fan housing (13) enclosing a fan flow channel, and at least one fan wheel (15), and whereby the core engine (12) comprises at least one compressor (15, 16), at least one combustion chamber (17), and at least one turbine (18, 19), and with at least one generator (24) for producing electrical energy, whereby the or each generator (24) produces electrical energy by withdrawing shaft power from the core engine (12), characterized in that the or each generator (24), for producing electrical energy, is integrated into at least one strut (21) extending in a radial direction of the fan flow channel, and thus is positioned within the fan flow channel.

2. (Original) The aircraft engine of claim 1, characterized in that the or each generator (24) or the or each strut (21) into which the or each generator (24) is integrated, is demountable out of the fan flow channel for maintenance work.

Claims **3 to 9** (Canceled).

10. (New) The aircraft engine of claim 1, characterized in that the or each generator (24) is coolable by an air flow flowing through the fan flow channel, whereby for this purpose openings are integrated into the or each strut (21) into which the or each generator (24) is integrated, in order to move a portion of the air flow flowing through the fan flow channel past the or each generator (24) for cooling.

11. (New) The aircraft engine of claim 1, characterized in that each generator (24) comprises at least one stator and at least one rotor, whereby the or each generator, particularly the rotor thereof, is coupled at a radially inwardly positioned end through a first gear box (23) with the shaft (20) of the core engine (12), from which shaft power is taken-off.

12. (New) The aircraft engine of claim 11, characterized in that the or each stator is positioned in a fixed location within the respective strut (21), and in that the or each rotor rotates within the respective strut (21) relative to the or each stator.

13. (New) The aircraft engine of claim 11, characterized in that the first gear box (23), through which the or each generator (24) is coupled to the shaft (20) of the core engine (12), is constructed as a rotational speed increasing gear box.

14. (New) The aircraft engine of claim 1, characterized in that the or each generator (24) is coupled, at a radial outward end of the fan flow channel, through a second gear box (25) with pneumatically and/or hydraulically operated attachment devices (26) of the aircraft engine.

15. (New) The aircraft engine of claim 1, characterized in that in addition to the or each generator (24) also electronic assemblies for the closed loop power control of the or each generator (24), are integrated into the respective strut (21).

16. (New) The aircraft engine of claim 1, characterized in that the or each generator (24) can also be used in a motor operation for starting the aircraft engine.

17. (New) The aircraft engine of claim 12, characterized in that the first gear box (23), through which the or each generator (24) is coupled to the shaft (20) of the core engine (12), is constructed as a rotational speed increasing gear box.